

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
101 NORTH WACKER DRIVE, SUITE 1920
CHICAGO, ILLINOIS 60606
FAX NO. 312-777-2065

RONALD J. CUCHNA
GENERAL SOLICITOR
312-777-2040

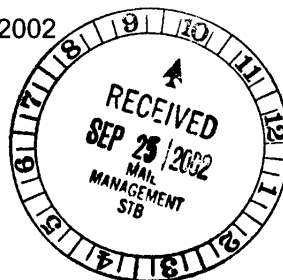


206 263
420

GEORGE H. BRANT
312-777-2051
MACK H. SHUMATE, JR.
312-777-2055
DANIEL R. LA FAVE
312-777-2046
LINDA J. COYLE
312-777-2056
THOMAS W. CUSHING
312-777-2053
FREDERICK P. JOHNSTON, JR.
312-777-2047

DID# 0102036001

September 24, 2002



VIA UPS NEXT DAY AIR

Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street, N.W., Room 504
Washington, DC 20423-0001

Attention: Victoria Rutson

RE: Proposed Abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa; STB Docket No. AB-33 (Sub-No. 187X)

Dear Ms. Rutson:

Pursuant to 49 U.S.C. §10502, Union Pacific Company submits the original and ten (10) copies of a Petition for Exemption, with Verification, to abandon the above-referenced rail line. The Certificate of Service and Publication pursuant to 49 C.F.R. §1152.60(d) and 49 C.F.R. §1105.12 is attached to the petition.

Also enclosed is a draft Federal Register notice pursuant to 49 C.F.R. §1152.60(c). Three computer diskettes containing the draft Federal Register notice, as well as the Petition for Exemption and Certificate of Service and Publication is also enclosed.

Please file the Petition for Exemption in Docket No. AB-33 (Sub-No. 187X). Enclosed is a voucher for \$4,700 for the filing fee.

Sincerely yours,

Mack H. Shumate, Jr.
Senior General Attorney

FEE RECEIVED

SEP 25 2002

**SURFACE
TRANSPORTATION BOARD**
Enclosures

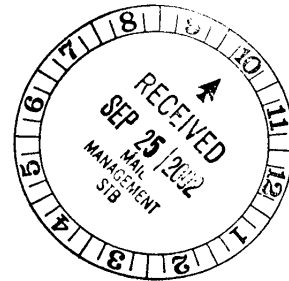
FILED

SEP 25 2002

**SURFACE
TRANSPORTATION BOARD**

ENTERED
Office of Proceedings
SEP 25 2002
Part of
Public Record

Surface Transportation Board
Section of Environmental Analysis
September 24, 2002
Page 2



cc (w/ enclosures):

MTMCTEA
Attn: Railroads for National Defense
720 Thimble Shoals Blvd., Suite 130
Newport News, VA 23606-2574

U. S. Department of the Interior
National Park Service
Recreation Resources Assistance Div.
P.O. Box 37127
Washington, D.C. 20013-7127

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor NW, Auditors Building
14th Street & Independence Ave., S.W.
Washington, D.C. 20250


Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

West Central Cooperative
P. O. Box 68
Ralston, IA 51459




UNION PACIFIC RAILROAD
 PAY IN THE AMOUNT OF
 FOUR THOUSAND SEVEN HUNDRED DOLLARS AND NO CENTS
 PAY TO **SURFACE TRANSPORTATION BOARD** DATE **08/22/02** CHECK AMOUNT *****4,700.00
SECRETARY
1925 K ST NW
WASHINGTON DC 20423
 CONTROL NO. **0576955**
 78-157/1041 127
 PAYABLE THROUGH
 U.S. BANK, N.A.
 SCOTTSDUFF, NE 68365
 FORM 61059 (Rev. 03/02)
 NOT VALID AFTER 6 MONTHS
 DO NOT CASH UNLESS CHECK FACE HAS A BLUE BACKGROUND ON WHITE PAPER.

⑈0576955⑈ ⑆104101575⑆149890075190⑈

PLEASE DETACH THIS STATEMENT AND RETAIN FOR YOUR FILE

REMITTANCE ADVICE

CORRESPONDENCE SHOULD REFER TO ▶

0576955

INQUIRIES: ACCOUNTS PAYABLE CORRESPONDENCE BUREAU (402) 280-6603

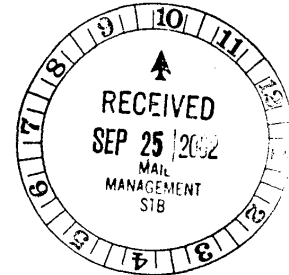
127

DATE	INVOICE/CREDIT MEMO	TYPE	DOCUMENT ID	GROSS AMOUNT	DISCOUNT AMOUNT	NET AMOUNT
082102	8024700MHS AB-33 (SUB NO	187X)	36679942 MH SHUMATE	470000	00	470000
TOTAL ▶				470000	000	470000

1416 DODGE ST. OMAHA, NE. 68179

DRAFT FEDERAL REGISTER NOTICE
[49 C.F.R. § 1152.60(c)]

STB No. AB-33 (Sub-No. 187X)
Notice of Petition for Exemption to Abandon or
to Discontinue Service



On September 24, 2002, Union Pacific Railroad Company filed with the Surface Transportation Board, Washington, D.C. 20423, a petition for exemption for the abandonment of a line of railroad known as the Ankeny Subdivision from M. P. 341.1 near Slater, Iowa, to the end of the line at M. P. 353.5 near Woodward, Iowa (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa (the "Line"). The Line traverses U. S. Postal Service Zip Codes 50156 and 50276. The proceeding has been docketed as No. AB-33 (Sub-No.187X). There are no agency stations on the Line.

The Line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected as required by 49 U.S.C. 10903(b)(2).

Any offer of financial assistance will be due no later than 10 days after service of a decision granting the petition for exemption.

All interested persons should be aware that following abandonment of rail service and salvage of the Line, the Line may be suitable for other public use, including interim trail use.

Any request for a public use condition and any request for trail use/rail banking will be due no later than 20 days after notice of the filing of the petition for exemption is published in the Federal Register.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 CFR Part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis, telephone (202) 565-1545.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary), prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

FEE RECEIVED

SEP 25 2002

O:\ABANDONMENTS\33-187X\FR.WPD

4
SURFACE
TRANSPORTATION BOARD

206263

Before the
SURFACE TRANSPORTATION BOARD



Docket No. AB-33 (Sub-No. 187X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN BOONE AND DALLAS COUNTIES, IOWA
(ANKENY SUBDIVISION BETWEEN SLATER, IOWA AND WOODWARD, IOWA)

PETITION FOR EXEMPTION

ENTERED
Office of Proceedings

SEP 25 2002

Part of
Public Record

FILED

SEP 25 2002

SURFACE
TRANSPORTATION BOARD

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive
Room 1920
Chicago, IL 60606
Tel: 312/777-2055
Fax: 312/777-2065

Dated: September 24, 2002
Filed: September 25, 2002

FEE RECEIVED

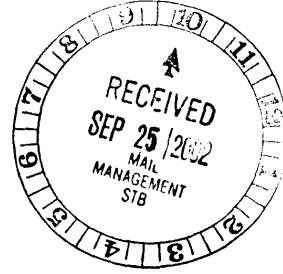
SEP 25 2002

SURFACE
TRANSPORTATION BOARD

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 187X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN BOONE AND DALLAS COUNTIES, IOWA
(ANKENY SUBDIVISION BETWEEN SLATER, IOWA AND WOODWARD, IOWA)



PETITION FOR EXEMPTION

I.

INTRODUCTION

Union Pacific Railroad Company ("UP") hereby petitions the Board, pursuant to 49 U.S.C. §10502, to grant an exemption from 49 U.S.C. §§10903 in order to permit abandonment of operations over the Ankeny Subdivision from Milepost 341.1 near Slater, Iowa, to Milepost 353.5 near Woodward, Iowa, a distance of 12.2 (Equation $346.4=346.6$) miles in Boone and Dallas Counties, Iowa. There are no shippers on the Line that will be adversely affected by the proposed abandonment. West Central Cooperative, the only shipper to have utilized the Line in the last two (2) years, by letter dated August 13, 2002, a copy of which is attached hereto as **Attachment 2** and hereby made a part hereof, has indicated that it is agreeable to the abandonment and will not protest such event. A copy of this petition has been provided to West Central Cooperative.

UP seeks exemption of this proposed abandonment from regulation under 49 U.S.C. §10903 in accordance with 49 U.S.C. §10502 and the Rules applicable thereto at 49 C.F.R. §1121 and 49 C.F.R. §1152 and the Special Rules at 49 C.F.R. §1152.60.

II.

PETITIONER'S BACKGROUND AND REPRESENTATIVE

UP has rail operations in the States of Arizona, Arkansas, California, Colorado, Idaho, Illinois, Indiana, Iowa, Kansas, Louisiana, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, Oregon, Tennessee, Texas, Utah, Washington, Wisconsin and Wyoming. UP owns and operates the Line proposed for abandonment which is located in the State of Iowa, near the towns of Slater and Woodward.

The name, address and telephone number of UP's representative is listed below:

Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive
Room 1920
Chicago, IL 60606
Tel: 312/777-2055
Fax: 312/777-2065

III.

LINE DESCRIPTIONS, ZIP CODE INFORMATION AND MAP

The proposed action involves the abandonment of the Ankeny Subdivision from M.P. 341.1 near Slater to the end of the line at M.P. 353.5 near Woodward (Equation $346.4=346.6$), a distance of 12.2 miles in Boone and Dallas Counties, Iowa.

The Line was formerly main line of the Milwaukee Road which was purchased by Chicago and North Western Railway Company in 1982. Chicago and North Western

Railway Company was merged with UP effective October 1, 1995. The Line is constructed with a combination of 112 and 115 pound rail. The Line contains reversionary interest property but no federally granted right of way. Upon abandonment the rail might be retained for subsequent use, or sold to a salvage company.

The Line traverses U.S. Postal Service Zip Codes 50156 and 50276.

A map of the Line is attached as **Attachment 1**.

IV.

SHIPPER INFORMATION

The Line's only source of rail activity in the past two years has been West Central Cooperative at Woodward, Iowa. West Central Cooperative has shipped Potassium Chloride (STCC 2812534), Urea (STCC 2818170), Diammonium Phosphate (STCC 2871235), and Superphosphate (STCC 2871250) on the Line. The abandonment will not have an adverse effect on West Central Cooperative, who supports the abandonment (See **Attachment 2**). After abandonment, the closest rail point to Woodward would be Perry on the UP, approximately ten miles west via State Routes 210 and 141. Route 141 turns southeastward just east of Woodward and can be utilized to access Interstates 35 and 80 in Des Moines, Iowa, approximately 20 miles south. Utilizing the customer's year 2001 volume of 21 cars and assuming a truck to railcar ratio of four to one, the abandonment would result in the addition of 168 loaded or empty trucks on the area highway network, or less than one per workday. This truck operation would have minimal impact on the regional/local transportation systems and patterns.

V.

REASONS FOR THE ABANDONMENT

This is an agricultural area already served by existing elevator facilities such as West Central Cooperative's facility at Woodward, Iowa. UP is not aware of any other industry planning a location along the Line and there is no overhead traffic. There are no reasonable alternatives to abandonment of the Line. Traffic levels on the Line do not justify its continued operation and maintenance. There is a removable bridge asset on the Line that may be utilized to improve capacity on another UP corridor. As indicated in the verified statement of Mark L. McCune, Director Structures Design for the UP, attached hereto as **Attachment 3** and hereby made a part hereof, the Ankeny Bridge structure located at M.P. 349.3 on the Line would be suitable as a supplemental structure to the current bridge structure located at M.P. 207.42 on the Boone Subdivision, commonly referred to as the Kate Shelley Bridge. Based on the estimates, the cost of re-using the existing spans from the Ankeny Bridge as a supplemental structure to the Kate Shelley Bridge will potentially save the UP an estimated \$8,820,830.

Therefore, when balancing the potential harm to affected shippers and communities, which is arguably non-existent in this matter, against the benefit of moving the Ankeny Bridge to the Boone Subdivision on the UP, the UP is of the opinion that the proposed abandonment would be beneficial to the UP and interstate commerce.

VI.

REASONABLE ALTERNATIVE: VIABILITY

There appears to be no reasonable alternative to this abandonment. The only shipper on the Line, West Central Cooperative, supports the abandonment; there are no known expected shippers on the Line; and the value of the Ankeny Bridge to the UP and interstate commerce on the Boone Subdivision leaves no reasonable alternative but to abandon the Line.

VII.

THE EXEMPTION STANDARDS HAVE BEEN MET

A. The abandonment requires an exemption from 49 U.S.C. §10903.

Abandonment of rail lines requires authorization and approval of the Board pursuant to 49 U.S.C. §10903. However, 49 U.S.C. §10502 requires the Board to exempt a transaction when it finds: (1) continued regulation is not necessary to carry out the Rail Transportation Policy of 49 U.S.C. §10101; and (2) either the transaction is of limited scope or Board regulation is not necessary to protect shippers from an abuse of market power. UP's proposal for abandonment and discontinuance of operations clearly satisfies the standards for exemption under 49 U.S.C. §10502.

Detailed scrutiny by the Board under 49 U.S.C. §10903 is not necessary to carry out the Rail Transportation Policy of 49 U.S.C. §10101. An exemption will minimize UP's administrative expense and the cost, preparation and review associated with progressing the proposed abandonment in a full application proceeding. An exemption

will expedite regulatory action and will reduce regulatory barriers to exit from the Line consistent with Sections 10101(2) and (7). An exemption will facilitate relocation of the Ankeny Bridge to the Boone Subdivision on the UP at substantial cost savings to UP, thereby enhancing UP's ability to compete with other Iowa rail carriers consistent with Sections 10101(4) and (5). An exemption will foster sound economic conditions in the transportation industry consistent with Section 10101(5), by permitting UP's abandonment of the Line and avoiding the need to retain and operate a rail line that will not be used by any shipper.

The proposed abandonment is clearly a transaction of "limited scope." The Line is only 12.2 miles long and will have no recurring local traffic. In addition, regulation of this abandonment is not needed to protect shippers from an abuse of market power, since the only local shipper does not oppose abandonment of the Line, and in fact fully supports abandonment as part of the overall project.

VIII.

LAND AREA, FEDERAL GRANT INFORMATION, AND PUBLIC USE

The right-of-way consists of approximately 148 acres. The right-of-way is generally 100 feet in width. The proposed abandonment starts near Slater, Iowa, on the east and ends near Woodward, Iowa, on the west. The Ankeny Bridge on the Line is 2,500 feet in length, crosses the Des Moines River and can be utilized by the UP on the Boone Subdivision as a supplemental structure to the Kate Shelley Bridge. The topography varies from level to hilly and is adjacent to fair to good agricultural land. This segment of the Line

may be suitable for trail use. Otherwise, sale of the non-reversionary property will be to the adjoining landowners.

Based on information in UP's possession, the Line does not contain federally granted rights of way. Any documentation in Petitioner's possession will be made available promptly to those requesting it.

IX.

LABOR

UP is agreeable to the labor protection conditions imposed in abandonment proceedings as prescribed in Oregon Short Line R. Co. - Abandonment - Goshen, 360 ICC 91 (1979).

X.

ENVIRONMENTAL AND HISTORIC REPORT.

The required environmental and historic information is contained in the Combined Environmental and Historic Report which was served on August 6, 2002. A copy of the Report is attached hereto as **Attachment 4**. The original and ten (10) copies were sent to Ms. Victoria Rutson, Section of Environmental Analysis, on August 5, 2002, for filing.

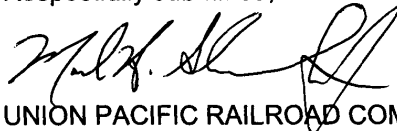
Subsequent to the filing of the combined Environmental and Historic Report three additional comment letters were received by governmental entities on the service list. First, a No Objection Letter was received from the U.S. Fish and Wildlife Service, Rock

Island, Illinois, and is attached hereto as **Attachment 5** and hereby made a part hereof. Second, a letter indicating that the abandonment could benefit Iowa's trail network and indicating that state and federal permits may be necessary before physical abandonment of the Line from the Department of Natural Resources for the State of Iowa is attached hereto as **Attachment 6** and hereby made a part hereof. Finally, a letter indicating that if the Ankeny Bridge is removed, it should be taken down to the ground and that additional information regarding environmental concerns will be required if the soil embankment will be disturbed during the abandonment from the Army Corps of Engineers is attached hereto as **Attachment 7** and hereby made a part hereof.

WHEREFORE, Union Pacific Railroad Company respectfully requests that the Board issue a decision exempting the proposed abandonment from the provisions of 49 U.S.C. §10903 and direct that the exemption be effective on the date of the Board's decision.

Dated this 24th day of September, 2002.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive
Room 1920
Chicago, IL 60606
Tel: 312/777-2055
Fax: 312/777-2065

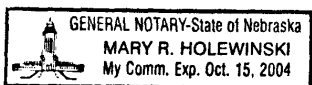
VERIFICATION

STATE OF NEBRASKA)
)
COUNTY OF DOUGLAS) SS:

RAYMOND E. ALLAMONG, JR., of Union Pacific Railroad Company, being first duly sworn, deposes and says that he has read the foregoing Petition for Exemption in Docket No. AB-33 (Sub-No. 187X), knows the contents thereof, and that the same are true as stated to the best of his knowledge, information and belief.

Raymond E. Allamong, Jr.
RAYMOND E. ALLAMONG, JR.

SUBSCRIBED and sworn to before me this 23rd day of September,
2002



Mary R. Holewinski
Notary Public

My Commission Expires:

October 15, 2004

CERTIFICATE OF SERVICE AND PUBLICATION

The undersigned hereby certifies that a copy of the foregoing Petition for Exemption in Docket No. AB-33 (Sub-No. 187X) by Union Pacific Railroad Company was served on the date indicated below by mailing a copy, first class mail postage prepaid to the following:

MTMCTEA
Attn: Railroads for National Defense
720 Thimble Shoals Blvd., Suite 130
Newport News, VA 23606-2574

U. S. Department of the Interior
National Park Service
Recreation Resources Assistance Div.
P.O. Box 37127
Washington, D.C. 20013-7127

U.S. Department of Agriculture
Chief of the Forest Service
4th Floor NW, Auditors Building
14th Street & Independence Ave., S.W.
Washington, D.C. 20250

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

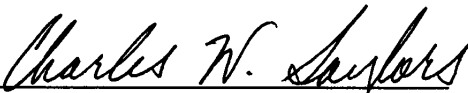
Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

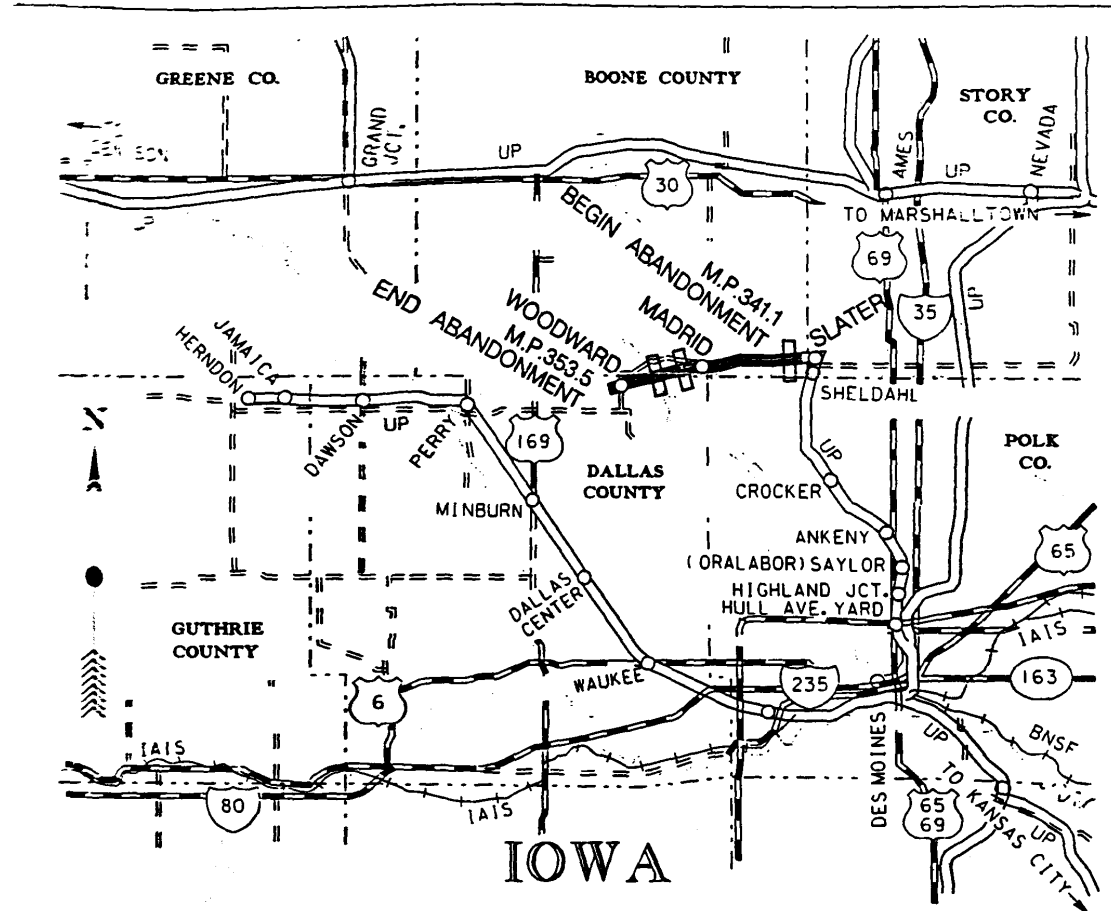
The undersigned further certifies that a notice of the abandonment was published one time in the County where the rail line is located as follows:

<u>Count</u>	<u>Newspaper</u>	<u>Date</u>
Boone	<i>Boone News Republic</i>	August 16, 2002
Dallas	<i>Northeast Dallas County Record</i>	August 22, 2002

The above newspapers are generally circulated in the counties where the rail line is located. The Notice as published was in the form prescribed by the Board for a Petition for Exemption at 49 CFR 1105.12.

Dated this 20th day of September, 2002.


Charles W. Saylor



STATION	MILE POST	AGENCY
MADRID	346.00	NO
WOODWARD	351.60	NO

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
BR 342.90	1- 65' DECK PLATE GIRDER	65'	1938
BR 347.30	1- 177' OVERHEAD HIGHWAY BRIDGE (UPRR MTC)	177'	1950
BR 349.30	23 - 108' DECK PLATE GIRDERS	2,507'	1975

* NOTE: BRIDGE LESS THAN 50 YEARS OLD.

LEGEND

- RR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

Ankeny Subdivision
M.P. 341.1 TO M.P. 353.5 (EQUATION: 346.4 = 346.8)
ANKENY SUBDIVISION A TOTAL OF 12.2 MILES
IN BOONE & DALLAS COUNTIES, IOWA
UNION PACIFIC RAILROAD
ANKENY SUBDIVISION
INCL. 50+ YEAR OLD STRUCTURES

SCALE MILES

JULY 18, 2002

AB0307_ANKENY.DGN



Roger Fray
Executive Vice President — Grain

West Central Cooperative
406 First Street
P.O. Box 68
Ralston, Iowa 51459-0068
Phone (712) 667-3200
FAX (712) 667-3215

Ray Allamong
Manager Rail Line Planning
Union Pacific Railroad
Room 1110
1416 Dodge Street
Omaha, Ne. 68179

August 13, 2002

To whom it may concern:

Re: consideration of the rail line abandonment of the service between Slater and Woodward, Iowa.

West Central Cooperative would like to convey the following:

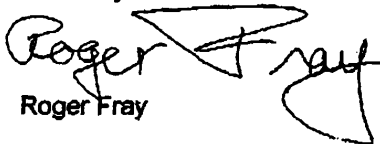
We have had some but very limited activity over that line in the past several years and do not anticipate an increase in need.

We have been aware of the petition for some time and have planned accordingly.

We are agreeable to the abandonment and would not protest such event.

Thanks you for your consideration, call with any questions.

Sincerely


Roger Fray

RECEIVED

AUG 15 2002

LAW DEPARTMENT
UNION PACIFIC RR CO.
17

**VERIFIED STATEMENT
OF
MARK L. McCUNE**

My name is Mark L. McCune and I am employed by the Union Pacific Railroad Company ("UPRR"). I have worked for UPRR for 23 years in various job assignments. My current job title is Director Structures Design. I have held this position for the past three years. Previous to my current assignment, I held the position of Manager Special Projects Structures Design 1993 to 1999. Prior to 1993, I have held a various engineering design and management positions. I have worked in the Bridge Department in Engineering for UPRR the past 14 years. I graduated from the University of Nebraska in 1987 with a Bachelors of Science Degree in Civil Engineering and am a Registered Professional Engineer in the State of Nebraska. I have been a member of A.R.E.M.A. since 1989.

As Director Structures Design, I am responsible for overseeing all design and structural analysis activities for bridge replacements, modifications, or new construction for the UPRR. The design process involves review of inspection records and existing drawings, review of field recommendations, and engineering analysis and comparison of alternatives to make final recommendations on what type of work needs to be done (i.e., type of replacement structure or rehabilitation of the structure). This review process is important to determine what railroad assets will be rebuilt and how much these projects will cost. My job responsibilities also require that I provide design support to emergencies that would require the repair or reconstruction of a structure damaged in a flood or a derailment.

I have reviewed the report prepared by Modjeski and Masters, Inc., for the UPRR concerning the feasibility of relocating the steel bridge structure on the Ankeny Subdivision at MP 349.3 (the "Ankeny Bridge"). I have determined that the Ankeny Bridge structure would be suitable as a supplemental structure to the current double track bridge at MP 207.42 on the Boone Subdivision, commonly referred to as the "Kate Shelley Bridge" or the "Boone Bridge". The following are estimates of the costs to relocate the structural steel from the Ankeny Bridge to supplement the structure of the Boone Bridge and the estimates to supplement the structure of the Boone Bridge with new material.

Scope: Remove and install spans from the Ankeny Bridge, Bridge No 349.3

The total cost estimate for the removal, transportation and erection of the second hand spans from the Ankeny Bridge and the construction of new substructure as a supplement at the Boone Bridge site is estimated at \$18,000,000. This includes the cost to remove the spans and transportation to the Boone Bridge site of an estimated \$1,000,000. This \$18,000,000 estimate does not include an additional estimated cost of \$1,000,000 to remove the 22 piers at the Ankeny Bridge Site if deemed necessary by applicable governmental agencies.

Scope: Construct New Supplemental Structure for Boone Bridge at MP 207.42

The cost to fabricate new steel and ship to the site is estimated at \$8,200,000 (based on new steel est. \$2.00/lb. fabrication and 120' long spans). Total estimated cost for construction of a new single track Boone Bridge supplemental structure adjacent to the existing Kate Shelley Bridge structure is \$26,820,830. The \$26,820,830 cost includes \$8,200,000 for new steel spans, transportation to site and construction of substructure.

I recommend that the spans that make up the Ankeny Bridge be left at the Ankeny site until such time that they are required for use on the Boone Bridge structure. This is supported by the report prepared by Modjeski and Masters, Inc., dated February 8, 2002 and the revised estimate dated June 7, 2002.

In summary, the cost of re-using the existing spans from the Ankeny Bridge will potentially save the Union Pacific Railroad Company an estimated \$8,820,830 ($\$26,820,830 - \$18,000,000 = \$8,820,830$) to restore overall capacity on the Boone Subdivision.

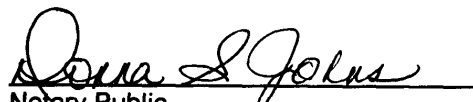
STATE OF NEBRASKA)
) SS:
COUNTY OF DOUGLAS)

MARK L. McCUNE, being first duly sworn, deposes and states that he has read the above document, knows the facts asserted therein, and that the same are true as stated.


MARK L. McCUNE

SUBSCRIBED and sworn to before me this 23rd day of September, 2022.




Notary Public

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
101 NORTH WACKER DRIVE, SUITE 1920
CHICAGO, ILLINOIS 60606
FAX NO. 312-777-2065

RONALD J. CUCHNA
GENERAL SOLICITOR
312-777-2040



GEORGE H. BRANT
312-777-2051
MACK H. SHUMATE, JR.
312-777-2055
DANIEL R. LA FAVE
312-777-2048
LINDA J. COYLE
312-777-2056
THOMAS W. CUSHING
312-777-2053
FREDERICK P. JOHNSTON, JR.
312-777-2047

August 5, 2002

VIA UPS OVERNIGHT DELIVERY

Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street, N.W. Room 504
Washington, DC 20423-0001

Attention: Victoria Rutson

RE: Proposed Abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation $346.4=346.6$), a distance of 12.2 miles in Boone and Dallas Counties, Iowa;
STB Docket No. AB-33 (Sub-No. 187X)

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Petition for Exemption in this matter on or after August 26, 2002.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Mack H. Shumate, Jr.", written over a horizontal line.

Mack H. Shumate, Jr.
Senior General Attorney

MHS/taf
Enclosures

August 5, 2002

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of each County:

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Shipper:

West Central Cooperative
P. O. Box 68
Ralston, IA 51459

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 187X) for the Ankeny Subdivision in Boone and Dallas Counties, Iowa was served by first class mail on the 5th day of August, 2002 on the following:

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

State Coastal Zone Management Agency

(if applicable):
Not applicable.

Head of each County:

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

Environmental Protection Agency

(regional office):
U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

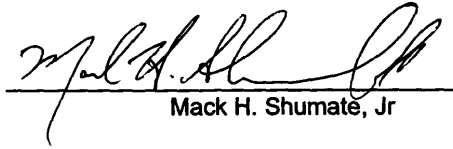
State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Shipper:

West Central Cooperative
P. O. Box 68
Ralston, IA 51459

Dated this 5th day of August, 2002.



Mack H. Shumate, Jr

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
101 NORTH WACKER DRIVE, SUITE 1920
CHICAGO, ILLINOIS 60606
FAX NO. 312-777-2065

RONALD J. CUCHNA
GENERAL SOLICITOR
312-777-2040



August 5, 2002

GEORGE H. BRANT
312-777-2051
MACK H. SHUMATE, JR.
312-777-2055
DANIEL R. LA FAVE
312-777-2046
LINDA J. COYLE
312-777-2056
THOMAS W. CUSHING
312-777-2053
FREDERICK P. JOHNSTON, JR.
312-777-2047

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

State Coastal Zone Management Agency

(if applicable):

Not applicable.

Head of each County:

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

Environmental Protection Agency
(regional office):

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Shipper:

West Central Cooperative
P. O. Box 68
Ralston, IA 51459

**Re: Docket No. AB-33 (Sub-No. 187X), Union Pacific Railroad Company
- Abandonment of the Ankeny Subdivision -- In Boone and Dallas
Counties, IA**

Dear Sirs:

On or after August 26, 2002, we expect to be filing with the Surface Transportation Board (STB or Board) a Petition for Exemption seeking authority to abandon the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa (the "Line"). The Line traverses U. S. Postal Service Zip Codes 50156 and 50276. Attached is a Combined Environmental and Historic Report which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

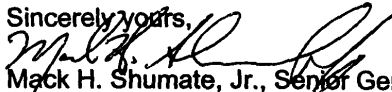
We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Numbers:

Surface Transportation Board
Section of Environmental Analysis (SEA)
1925 K Street, N.W., Room 504
Washington, D.C. 20423-0001
Telephone (202) 565-1545

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to our representative) would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly at the addresses and telephone numbers indicated below.

Sincerely yours,


Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
312/ 777-2055
312/ 777-2065 FAX

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 187X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN BOONE AND DALLAS COUNTIES, IA
(ANKENY SUBDIVISION)

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 853-8455
(312) 853-8465 FAX

Dated: August 5, 2002
Filed: August 6, 2002

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 187X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN BOONE AND DALLAS COUNTIES, IA
(ANKENY SUBDIVISION)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa (the "Line").

The Line traverses U. S. Postal Service Zip Codes 50156 and 50276.

The applicant anticipates that a Petition For Exemption to discontinue service on the Line will be filed at the STB on or after August 26, 2002.

A map of the Line is attached as **Attachment No. 1**. UP's letter to federal, state and local government agencies is marked **Attachment No. 2**. Responses received to the letter to date are attached and sequentially numbered as indicated below.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other

structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation $346.4=346.6$), a distance of 12.2 miles in Boone and Dallas Counties, Iowa. Currently, West Central Cooperative is the only customer on the Line. West Central Cooperative has shipped Potassium Chloride (STCC 2812534), Urea (STCC 2818170), Diammonium Phosphate (STCC 2871235), and Superphosphate (STCC 2871250) on the Line. West Central Cooperative is aware of the proposed abandonment and stated it will support Union Pacific's abandonment filing.

This is an agricultural area already served by existing elevator facilities such as West Central Cooperative's facility at Woodward, Iowa. UP is not aware of any other industry planning a location along the Line and there is no overhead traffic. There are no reasonable alternatives to abandonment of the Line. Traffic levels on the Line do not justify its continued operation and maintenance. There is a removable bridge asset on the Line that may be utilized to improve capacity on another UP corridor.

The Line was formerly main line of the Milwaukee Road which was purchased by Chicago & North Western Railway Company in 1982. Chicago & North Western Railway Company was merged with UP effective October 1, 1995. The Line is constructed with a combination of 112 and 115 pound rail. The Line contains reversionary interest property but no federally granted right of way. Upon abandonment the rail might be retained for subsequent use, or sold to a salvage company.

A map of the Line is attached as **Attachment No. 1**.

(2) **Transportation system.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: The Line's only source of rail activity in the past two years has been West Central Cooperative at Woodward, Iowa. The abandonment will not have an adverse effect on West Central Cooperative, who supports the abandonment. After abandonment the closest rail point to Woodward would be Perry on the UP, approximately ten miles west via state routes 210 and 141. Route 141 turns southeastward just east of Woodward and can be utilized to access Interstates 35 and 80 in Des Moines, Iowa, approximately 20 miles south. Utilizing the customer's year 2001 volume of 21 cars and assuming a truck to rail car ratio of four to one, the abandonment would result in the addition of 168 loaded or empty trucks on the area highway network, or less than one per work day. This truck operation would have minimal impact on the regional/local transportation systems and patterns.

(3) **Land use.** (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response: (i) Applicant is unaware of any adverse effects on local and existing land use plans. The Boone County Commissioners and the Dallas County Commissioners have been contacted. To date no response has been received.

(ii) The United States Natural Resources Conservation Service has been contacted.

To date the applicant has received no response.

(iii) The Line is not in a state coastal zone.

(iv) In our opinion the property proposed for abandonment is not suitable for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, as the area, because of its limited population base, is adequately service by existing roads and utility lines. The property would be well suited for trail purposes.

(4) **Energy.** (i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (i) There will be no effect on the transportation of energy resources.

(ii) There will be no effect on recyclable commodities.

(iii) Because there is little if any change in rail activity that could be attributed to the proposed action, there should be no discernible effect on energy efficiency.

(iv)(A)(B) There will be no rail-to-motor diversion of these magnitudes.

(5) Air. (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(i)(A) will apply.

Response: There is no such effect anticipated.

(5) Air. (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic of such magnitude as a result of the proposed action.

(5) Air. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

- (i) an incremental increase in noise levels of three decibels Ldn or more or
- (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) **Safety.** (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) **Biological resources.** (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) The U. S. Fish and Wildlife Service has been contacted. To date the applicant has received no response.

(ii) Applicant is not aware of any wildlife sanctuaries or refuges, or of any National or State parks or forests, that will be affected by the proposed discontinuance.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicant should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) The Natural Resource Conservation Service has been contacted. To date the applicant has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. To date no response has been received.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

(10) **Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The Line is generally 100 feet in width and is adjacent to fair to good agricultural land. The topography varies from level to hilly and there is a 2500 foot bridge that crosses the Des Moines River.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: Original photographs of two (2) bridges 50 years old or older were sent to the State Historical Society of Iowa by letter, a copy of which is attached as **Attachment No. 3**. Please note that Bridge Number Z1134 at milepost 347.50 is a highway bridge over the railroad's right of way and would not be removed as part of the abandonment. The photographs were included because the UP may have certain future maintenance obligations with regard to this structure.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: The bridges and their dates of construction are listed on the map, **Attachment No. 1**, and in the letter, **Attachment No. 3**.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description of carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: UP believes bridge drawings are available.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. Donald D. Snoddy, Manager-Museum Services for the UP, has reviewed the bridge photographs and indicated that the bridges on the Line over fifty years old are not historically significant. Typically, a thru plate girder style bridge as is found on this Line is of a common standard railroad construction, and as such the bridge on this Line is of little historical significance. Mr. Snoddy also indicates that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

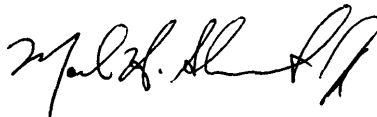
Response: Applicant does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or group of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

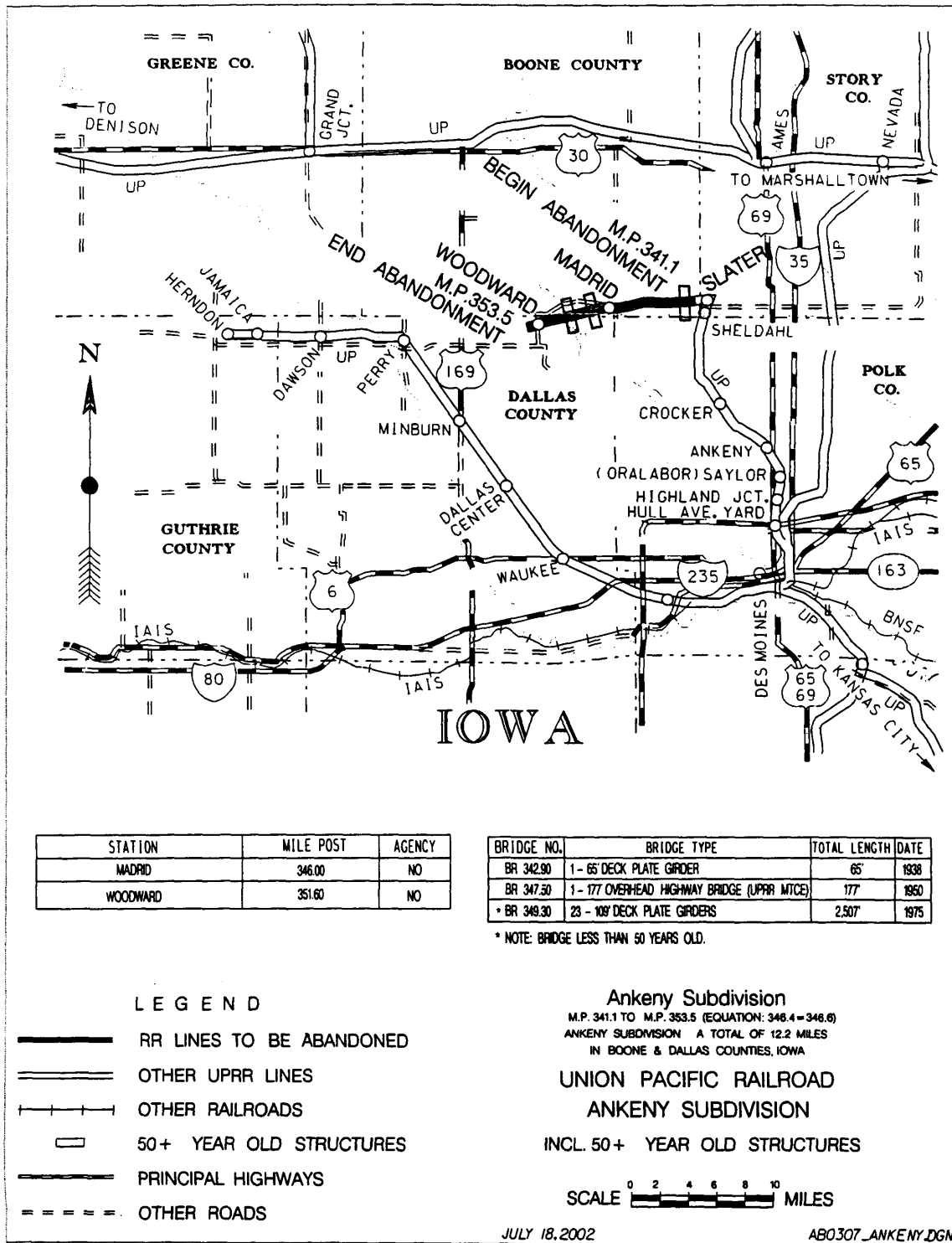
Response: Not applicable.

Dated this 5th day of August, 2002.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mack H. Shumate". The signature is fluid and cursive, with a large, stylized initial "M".

UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Senior General Attorney
Room 1920, 101 North Wacker Drive
Chicago, IL 60606
(312) 853-8455
(312) 853-8465 FAX



CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY



1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861
(402) 271-5625 (FAX)

July 19, 2002

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of each County:

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Shipper:

West Central Cooperative
P. O. Box 68
Ralston, IA 51459

Re: Proposed Abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa; STB Docket No. AB-33 (Sub-No. 187X)

RECEIVED

JUL 24 2002

LAW DEPARTMENT 41
UNION PACIFIC RAILROAD CO 21

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation $346.4=346.6$), a distance of 12.2 miles in Boone and Dallas Counties, Iowa. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission. If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

Charles W. Saylor
Charles W. Saylor

Attachment

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



July 19, 2002

State Historical Society of Iowa
Ralph J. Christian, Architectural Historian
Community Programs Bureau
600 E. Locust
Des Moines, IA 50319-0290

RE: Proposed Abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa; STB Docket No. AB-33 (Sub-No. 187X)

Dear Sir:

Enclosed for your review are photographs of two bridges, sections of which are 50 years or older which are located on the referenced rail line proposed for abandonment. The bridges are described as follows:

<u>Milepost</u>	<u>Description</u>	<u>Year Constructed</u>
342.90	Deck Plate Girder Total Length: 65 Feet	1938
347.50	Overhead Highway Bridge Total Length: 177 Feet	1950

Please advise if you believe there is any historical significance to the bridges. Thank you for your assistance.

Sincerely,

Charles W. Saylor
Charles W. Saylor
(402) 271-4861

RECEIVED

JUL 24 2002

LAW DEPARTMENT
UNION PACIFIC RR CO.

24

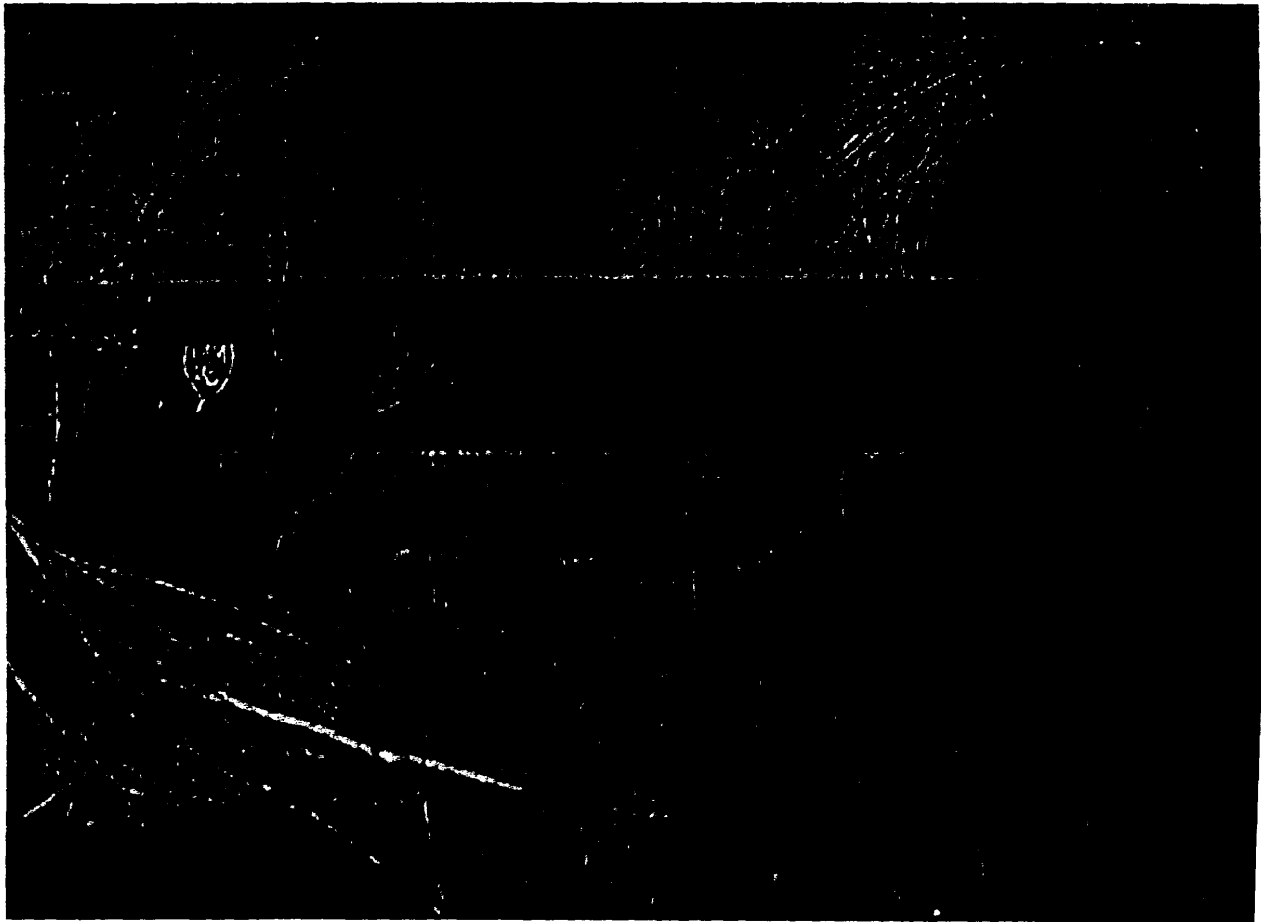
44



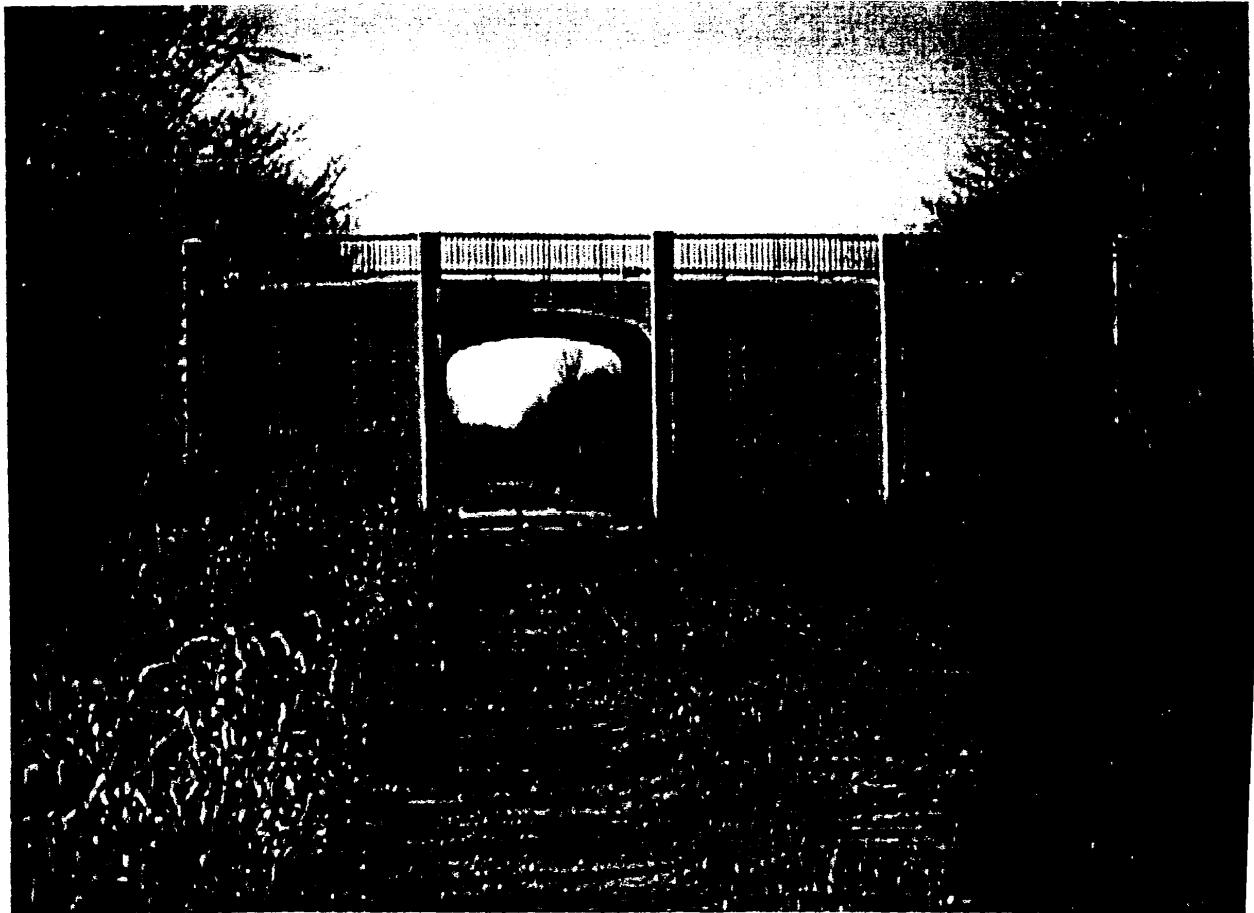
Bridge No. Z1116 - Milepost 342.9
View Looking East

25

45



Bridge No. Z1116 - Milepost 342.9
View Looking North



Bridge No. Z1134 - Milepost 347.5
View Looking West



Bridge No. Z1134 - Milepost 347.5
View Looking South

CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861

RECEIVED
Region 3

JUL 22 2002

U.S. FISH AND WILDLIFE SERVICE
Ecological Services



July 19, 2002

NO OBJECTION

U.S. Fish & Wildlife Service
Rock Island, Illinois

Supervisor

Date

8/2/02

State Clearinghouse (or alternate):

Mr. Steven R. McCann
Division for Community Progress
Iowa Department of Economic Development
200 East Grand Avenue
Des Moines, IA 50309

State Environmental Protection Agency:

Department of Natural Resources
Wallace State Conservation Service
693 Federal Building
210 Walnut Street
Des Moines, IA 50309

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of each County:

Boone County Board of Supervisors
County Courthouse
201 State Street
Boone, IA 50036

Dallas County Board of Supervisors
County Courthouse
801 Court Street
Adel, IA 50003-1476

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region VII
901 North 5th Street
Kansas City, KS 66101

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Rock Island
P. O. Box 2004
Rock Island, IL 61204-2004

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
693 Federal Bldg.
210 Walnut Street
Des Moines, IA 50309

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

State Historical Society of Iowa
Attn: Beth Foster, R&C Coordinator
600 East Locust Street
Des Moines, IA 50319-0290

Shipper:

West Central Cooperative
P. O. Box 68
Ralston, IA 51459

Re: Proposed Abandonment of the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa; STB Docket No. AB-33 (Sub-No. 187X)

AUG - 2 2002

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon the Ankeny Subdivision from M. P. 341.1 near Slater to the end of the line at M. P. 353.5 near Woodward (Equation 346.4=346.6), a distance of 12.2 miles in Boone and Dallas Counties, Iowa. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

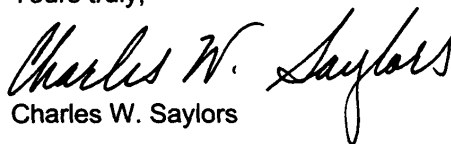
STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

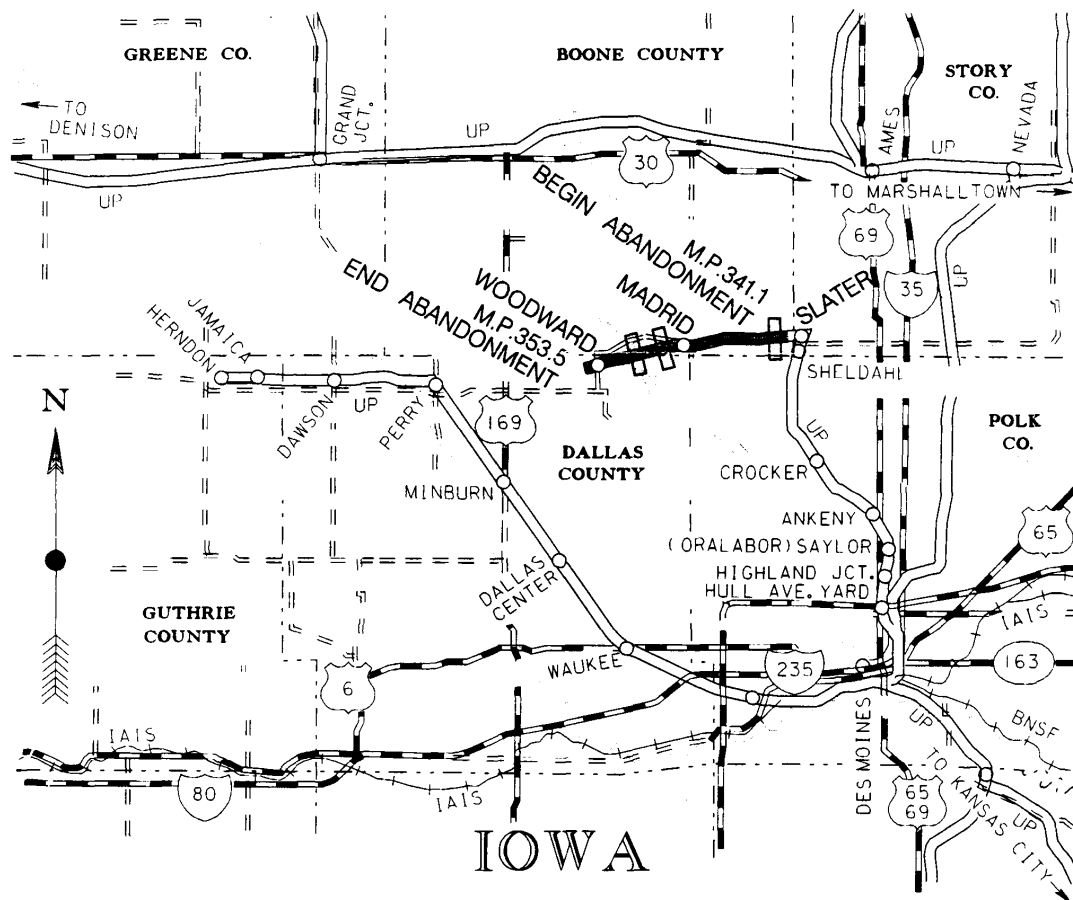
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,


Charles W. Saylor

Attachment



STATION	MILE POST	AGENCY
MADRID	346.00	NO
WOODWARD	351.60	NO

BRIDGE NO.	BRIDGE TYPE	TOTAL LENGTH	DATE
BR 342.90	1 - 65' DECK PLATE GIRDER	65'	1938
BR 347.50	1 - 177' OVERHEAD HIGHWAY BRIDGE (UPRR MTCE)	177'	1950
* BR 349.30	23 - 109' DECK PLATE GIRDERS	2,507'	1975

* NOTE: BRIDGE LESS THAN 50 YEARS OLD.

LEGEND

- RR LINES TO BE ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- 50+ YEAR OLD STRUCTURES
- PRINCIPAL HIGHWAYS
- OTHER ROADS

Ankeny Subdivision

M.P. 341.1 TO M.P. 353.5 (EQUATION: 346.4 = 346.6)
 ANKENY SUBDIVISION A TOTAL OF 12.2 MILES
 IN BOONE & DALLAS COUNTIES, IOWA

UNION PACIFIC RAILROAD ANKENY SUBDIVISION

INCL. 50+ YEAR OLD STRUCTURES

SCALE MILES

JULY 18, 2002

AB0307-ANKENY.DGN



STATE OF IOWA

THOMAS J. VILSACK, GOVERNOR
SALLY J. PEDERSON, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
JEFFREY R. VONK, DIRECTOR

August 20, 2002

Mr. Charles W. Saylor
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

RE: Proposed Abandonment of the Ankeny Subdivision from milepost 341.1 near Slater to the end of the line at milepost 353.5 near Woodward, a distance of 12.2 miles in Boone and Dallas Counties, Iowa

Dear Mr. Saylor:

Thank you for inviting our comments on the impact of the above referenced project on protected species and rare natural communities.

The west end of the line appears to end at the boundary of the Anderson Wildlife Management Area in the town of Woodward, Iowa. As the line goes east, it crosses the Des Moines River, which is a Meandered Stream and is sovereign land. Surrounding this area of the Des Moines River is land that is owned by the U.S. Army Corps of Engineers as the Saylorville Reservoir and the Saylorville Reservoir Wildlife Area, some of which is managed by the Wildlife Bureau of the Department. There does appear to be a private easement directly west of the Des Moines River. Depending upon the actual eastern end of this segment, this segment could link to the Heart of Iowa Nature Trail directly east of the town of Slater. The abandonment of this section would benefit Iowa's trail network.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, wetlands, fisheries and wildlife. It does not constitute a permit and before proceeding with the project, you may need to obtain permits from state and federal agencies.

If you have any questions about this letter or if you require further information, please contact Keith Dohmann at (515) 281-8967.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Brandrup".

MIKE BRANDRUP, ADMINISTRATOR
CONSERVATION AND RECREATION DIVISION

MB:kd

02-1197L

WALLACE STATE OFFICE BUILDING / DES MOINES, IOWA 50319
515-281-5918 TDD 515-242-5967 FAX 515-281-6794 WWW.STATE.IA.US/DNR



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

September 6, 2002

Planning, Programs, and
Project Management Division

Mr. Mack H. Shumate, Jr.
Senior General Attorney
Union Pacific Railroad Company
Law Department
101 North Wacker Drive, Suite 1920
Chicago, Illinois 60606

Dear Mr. Shumate:

I received your letter dated August 5, 2002, with Combined Environmental and Historic Report concerning Union Pacific's proposed abandonment of the Ankeny Subdivision from M.P. 341.1 near Slater to the end of the line at M.P. 353.5 near Woodward, a distance of 12.2 miles in Boone and Dallas Counties, Iowa. Rock Island District staff reviewed the information you provided and have the following comments:

a. The line to be abandoned crosses the flood control pool of Saylorville Lake. The Corps of Engineers (Corps) has a flowage easement over the railroad right-of-way, and floodwater is stored on and around the right-of-way where the rail line crosses the flood control pool. The rail line is elevated on piers where it crosses the flood pool. Because of these easements, the crossing over the Des Moines River is of particular concern. Considering that the pool elevation has risen to above 850 numerous times in the past 10 years, partial removal of that structure could pose a hazard to navigation during high pool events. Therefore, if the decision were to remove that bridge, removal down to the ground would be required to avoid potential navigation hazards. Conversely, non-removal of the bridge could pose a hazard as the structure ages if there is no maintenance or repair to keep the structure sound. The Central Iowa Trails Alliance has expressed interest in keeping the bridge intact and using it as a link for bicycle trails between Madrid and Woodward, Iowa. The Central Iowa Trails Alliance should be made aware of the requirements for inspection and maintenance of the structure and be prepared to accept the necessary measures required for its upkeep.

Despite there being no knowledge of any spills along this stretch of the rail line, there is still potential for soil contamination on the rail line embankment. The HTRW (hazardous, toxic, radioactive waste) concerns due to materials used to protect the timber ties and accumulation of minor leaks/spills of any freight that the railroad carried may be at issue if the soil embankment is disturbed or removed, now or in the future. These issues should be addressed at this time.

RECEIVED

LAW DEPARTMENT 54
UNION PACIFIC RAILROAD

You will need to submit additional information regarding your intent for the abandonment before the Corps can make any final determinations of the impact to the Saylorville Lake project lands.

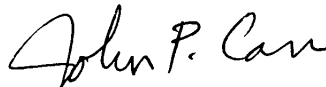
b. No Department of the Army (DA) Section 404 permit is required for abandonment of the rail line. If the bridges are removed from waters of the United States, pilings should be removed to at least one foot below the stream bottom. Additionally, we will need detailed plans and specifications outlining your bridge removal proposal so we can process the necessary permits for that work.

c. The Rock Island Field Office of the U.S. Fish and Wildlife Service should be contacted to determine if any federally listed endangered species are being impacted and, if so, how to avoid or minimize impacts. The Rock Island Field Office address is: 4469 - 48th Avenue Court, Rock Island, Illinois 61201. Mr. Rick Nelson is the Field Supervisor. You can reach him by calling 309/793-5800.

No other concerns surfaced during our review. Thank you for the opportunity to comment on your proposal. If you need more information, please call Mr. Randy Kraciun of our Economic and Environmental Analysis Branch, telephone 309/794-5174.

You may find additional information about the Corps' Rock Island District on our web site at <http://www.mvr.usace.army.mil>. To find out about other Districts within the Corps, you may visit web site: <http://www.usace.army.mil/divdistmap.html>.

Sincerely,



John P. Carr
Acting Chief, Economic and
Environmental Analysis Branch

Copy Furnished:

Mr. Charles W. Saylor
1416 Dodge Street, Room 830
Omaha, Nebraska 68179